GNCC SXS SERIES THE BATTLE OF THE PROS HAS BEGUN



MAGAZINE



JUMPING OUT TO A 26-POINT LEAD IN WORCS SXS CHASE

HAAGSMA STAYS COOL AS ICE

STARTS SEASON WITH 5 STRAIGHT WINS





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#### **FEATURES**



WORCS SXS SERIES

David Haagsma leads the pack.



WORCS ATV SERIES

Beau Baron takes an early lead.



**GNCC SXS SERIES** 

Kyle Chaney takes a slim lead as the series kicks off.



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#### PULSE

#### **Jennifer Broughton**

#### **5 Straight WORCS Wins**

Sparks Racing's Jennifer Broughton claimed her 5th straight WORCS Women's class win at Sand Hollow to extend her points lead to 27 points over Emily Green followed by Claudia Romo in third as the WORCS season heads into the final four rounds of racing.















Can-Am's Tim Farr kicked off the 2017 TORC Off-Road Championship with two podium finishes including a win, which has boosted him into the points lead over fellow Can-Am Maverick X3 racer, Kyle Chaney, with a pair of second place finishes. Zac Zakowski made the switch to a Yamaha YXZ for 2017, and he is currently third in the points championship after the doubleheader season opener in Chicago. In the Pro Stock class, CJ Greaves dominated the opener with both wins. The TORC Series head to Elk River, MN for the next doubleheader on June 10 and 11th.



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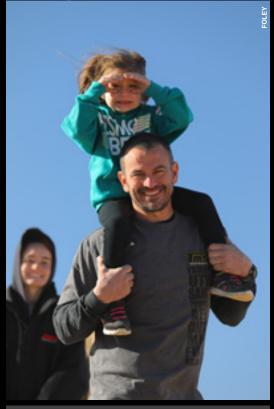
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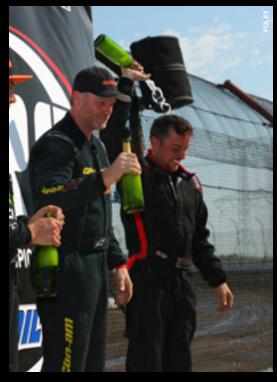
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While Chaney looks on, Schultz showers himself, Farr savors the taste of victory.



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#### ON THE COVER



#### **RAY BULLOCH**

Ray Bulloch has been among the front runners in the SXS Racing around the country as he has tested his racing skills in the WORCS, BITD, Lucas, and Terracross Championship to name a few, and for 2017, he is now leading the points with back to back wins in the WORCS Pro Stock class, which earned him the spot on cover of the Spring Issue of ATV & SXS Insider.







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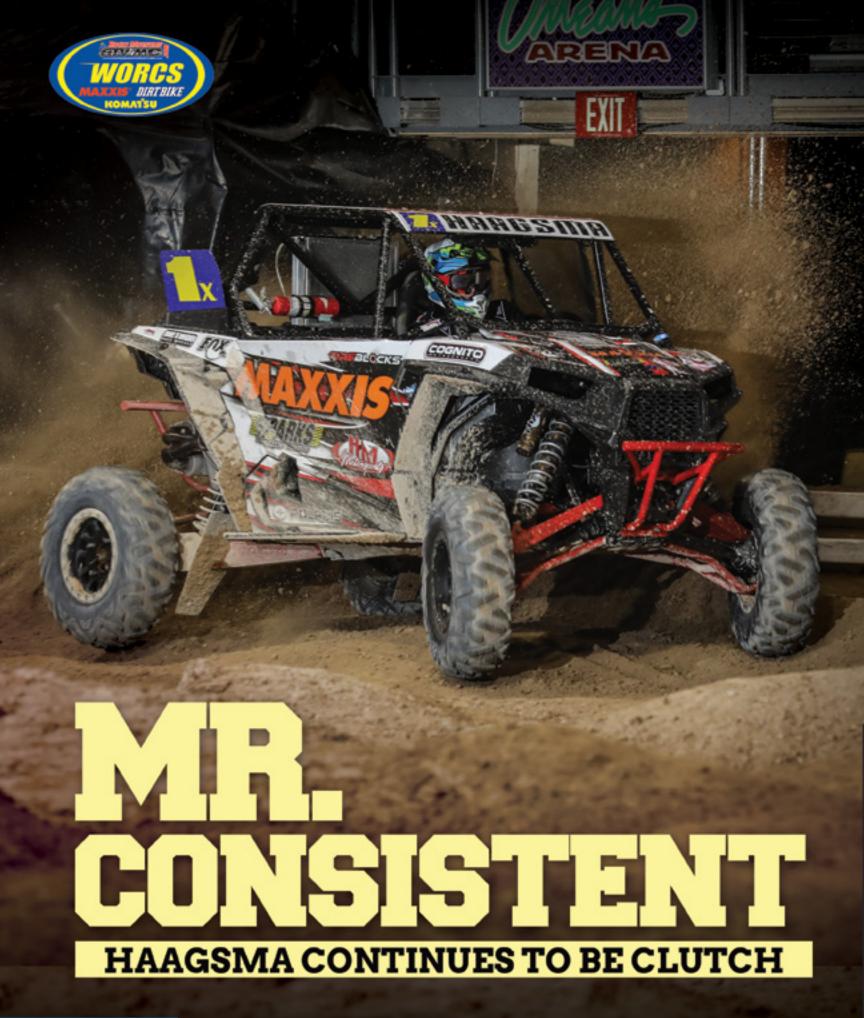
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#### **ARTICLE & PHOTOS HARLEN FOLEY**

he old fable of the tortoise and the hare teaches consistency, the slow and steady pace, is what wins the race. That hasn't been more evident than in the Rocky Mountain ATV MC WORCS Series Pro SXS Class this year. Despite being at a distinct horsepower advantage, driving a naturally aspirated SXS Pro Production class that allows turbocharging, David Haagsma's consistency this season has placed him well ahead of his fellow SXS Pro competitors.

With four races left this season, Haagsma leads the title chase by 23 points and looks to win his second consecutive title. Cody Bradbury sits second, ahead of Ryan Piplic. All three have two victories to their credit, but Haagsma's has been the most consistent of the group. He has finished on the podium in every race except one, where he finished fourth.

While Haagsma has hinted all season that he might debut a turbo car, the reliability of his non-turbo ride has been the key to that success. While many competitors in the turbocharged cars have dealt with myriad mechanical issues, belt problems and the like, Haagsma's car has been the picture of consistency.

"We have a turbo car built, but the more I run the non-turbo it's pretty competitive because it doesn't break," said Haagsma. "Everyone with turbos is having issues. The overall dependability of the non-turbo seems to be the way to go. The car is working great and we might just run the non-turbo car for the rest of the year. It's just been so dependable."

# "THE OVERALL DEPENDABILITY OF THE NON-TURBO SEEMS TO BE THE WAY TO GO."

**DAVID HAAGSMA** 









That victory marked his second straight at the Utah venue, having finished first in last year's race there.

in the UTV World Championship totaled his ride, Bradbury borrowed a car

the UTV World Championship and I actually debated even coming here; I caught a berm in the dust and went end over end six times, and I'm still system and we're looking forward to some good finishes going forward."













Piplic started out the season with a victory, but mechanical gremlins in rounds two, three, and four have held him back in the championship. However, he got back to the front in the last two rounds, winning the Las Vegas round and finishing second at Sand Hollow. He sits third in the chase, a scant two points behind Bradbury.

At Vegas, Piplic dominated the event at what turned out to be WORCS's most challenging course this season. "Coming back with a win there and get a boost back up in the points really tightens things up," said Piplic. "Coming here and having a flawless race makes me really excited about how it turned out."





## MR. Consistent

Matthew Hancock sits fourth in points and, like Haagsma, is running a non-turbo car. Though winless this season, he finished second at round four in Lake Havasu and looks to build momentum at the end of the season.

"I haven't had the greatest start to the year, but it's starting to come together," said Hancock. "Hopefully, I can keep it rolling."

Beau Baron also struggled early in the season, but he has come on strong late. He finished second at Vegas behind Piplic and now sits fifth in the title chase, nine points behind Hancock.

"Things didn't turn out like I wanted to early in the season, but I'm coming back," said Baron. "If I have a little bit of luck and some other people don't, I'll be there for the championship. There is no reason we can't fight to the finish."

In SXS Pro Stock, Ray Bulloch has had a breakout season. Known for not running a rearview mirror in his Polaris, Bulloch has looked forward all season. He's won three out of six races and earned one additional podium. After winning the last two events, Bulloch elevated himself into a 26-point lead in the title chase.







"We've had some ups and downs the last few weeks," said Bulloch. "We got a win at the World Championship. We got a win at Sand Hollow. We're definitely up in the points in Pro Stock."

Baron has fared better in Pro Stock. With two victories this season in the class, he sits second in points and is still well in contention for the championship. Baron is a tough competitor. Along with running both SXS classes, he is currently leading the WORCS ATV points.

"SXS racing has been hit and miss, but all in all I'm doing well," said Baron. "I'm slowly creeping my way back in the Pro Class. It's a long year in that class. I'm running a stock, a mod, my quads and

I race dirt bikes. It's full time and it's a sprint. When they start the races so early in the season, it's a lot of work to just be here. We'll just keep plugging away and we try to get it done."

Hancock has also had better results in Pro Stock. He sits eight points behind Baron in third on the merit of two runner-up finishes this season. He is eyeing a consistent four races to end the season on a high note.

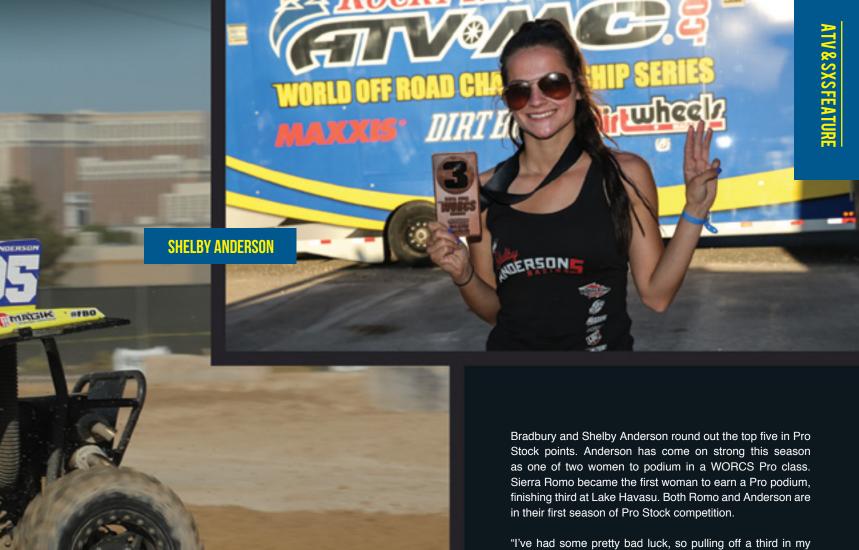
"We have a month off before Cedar City," said Hancock. "I tend to do well there and we'll get everything together. I have some ground to make up. We'll keep picking away points and we'll try to stay on the podium."











"I've had some pretty bad luck, so pulling off a third in my first year in Pro is probably more than I could have asked for," said Anderson. "Knowing that I caught all of these guys, I was happy to get this. It's pretty cool how Sierra and I are showing how we can run with these Pro drivers, especially considering this is our first year."



#### MR. CONSISTENT

Doug Eichner and Nic Granlund have proved Yamaha's YXZ is a competitive platform this season, and they have shown its potential with several podium finishes. Eichner won the Lake Havasu round, handing the five-time WORCS ATV Champion his first victory in the modern era. Granlund has three podiums this season, including a pair of runner-up finishes in the SXS World Championship, which scored him the overall win.

The WORCS Series heads next to Cedar City, UT and then hits Glen Helen in California in June. After the summer break, the series will finish off its season with another race at Glen Helen in September, followed by the season finale at Adelanto Stadium outside San Bernardino, CA in October. If history proves anything, the SXS Pro championships are still anyone's to earn and these last four rounds will definitely prove that.









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eau Baron is well on his way to legitimizing his legendary status in the Rocky Mountain ATV MC WORCS Series as he seeks an unprecedented sixth Pro ATV championship. As the season heads into the final stretch, he is again atop the points charts and is the odds-favorite to win the title.

Baron started off the season in dominating fashion astride his Honda, winning the first four races. He went on to finish second in the next two and now sits 26 points—a full race—ahead of Robbie Mitchell. Mike Sloan is third in the title chase, ahead of Collins Webster and John Rikerd.

"It's important to get the wins done early," explained Baron. "That way, later in the year you can take a second or a third and not worry about the points."

Amazingly, Baron is the only ATV rider in the series also running in both WORCS Pro SXS classes, where is also in contention for titles, as well as taking time away from WORCS racing to compete on a motorcycle in Big 6 Series, where he is the defending Pro2 champion as well as ATV champion. Baron may be the busiest man in off-road racing this season, but that's just the way he likes it.

"I'm just pumped to be here," said Baron. "I'm not getting any younger. I'm 36 now and I'm clipping along with these kids. It would be nice to get another championship."









"I just have to keep working at it to get where I want to be," said Sloan. "We have a new bike and I'm still getting comfortable with it. We'll just keep our head down and keep pushing."

Collins Webster, a longtime Can-Am rider, also switched to Yamaha this season. After a slow start, he recorded a pair of back-to-back podiums at Lake Havasu and Las Vegas. He now sits just two points behind Sloan in the title chase.

"We had a rough start, but it's turning around," said Webster. "We had to learn the bike setup; I've been riding a Can-Am for so many years, and it's tough to learn the new bike, but we're getting better and better."









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# THE BATTLE HAS BEGUN



**CHANEY LEADS** COMPETITIVE **GNCC UTV POINTS**  RTICLE: JUSTIN ANDERSON **PHOTOS: HARLEN FOLEY** 

ith two rounds in the books, the AMSOIL GNCC Racing Series Presented by Maxxis XC1 UTV Pro class is shaping up again to be one of the most competitive in the series. Kyle Chaney leads the standings, though the points are tight and it's still very much anyone's title

as the series heads into its next round at the John Penton.



Two Time GNCC Pro UTV Champion, Kyle Chaney, is seeking to retake his number one plate, and he is off to a great start with back to back podium finishes. He finished third in the SXS season opener in Florida and then scored a runaway victory at the Camp Coker Bullet in South Carolina, which boosted him into the points lead.

"We're off to a great start," said Chaney. "Both courses were extremely challenging, but we have the Maverick figured out and hopefully we can get on the podium for the rest of the year and get back that number one plate. We added a few sponsors, but everything was really the same as last year. At Camp Coker, I got out front early and really checked out. In Florida, Cody, Tim Farr and I battled the whole time. After Tim broke, Cody and I battled the rest of the race."

Chaney is staying busy. Along with his GNCC program, he is also going to compete in the TORC, IXCR and WEXCR Series in the newly released Can-Am Maverick X3, and he is off to a dominate start with several wins already.

"I'm racing an X3 everywhere, but GNCC," said Chaney. "Hopefully GNCC will allow turbos next year, so we can run it there. The X3 is a completely different car. It's definitely an upgrade"

### "Both courses were extremely challenging, but we have the Maverick figured out."

**KYLE CHANEY** 







The Miller Brothers, Cody and Hunter, are in a numerical tie for second in the title chase, just eight points out the lead. The brothers are running very different programs this year. Cody, the defending GNCC XC1 UTV Champion, is racing Yamaha's new YXZ1000R, while Hunter has stepped up to the XC1 class this year, driving his familiar Can-Am Maverick.

Cody Miller's factory Yamaha program, with assistance from AMPRO and Genuine Yamaha Technology Racing (GYTR), has shown the new ride is competitive. He finished second in the season opener and fought dusty conditions

to finish fourth in round two, which has him well on the way to defending his number one plate.

"The Yamaha is working really well," said Cody Miller. "The Yamaha is a very capable machine and I'm quite confident in it. It is the most mechanically competent machine on the market today. I drive it as hard as I can and I have no fear of mechanical issues. I think I can win on this machine and I'm looking forward to that. Going into round three, I'm working with GYTR to pull some more power out of the car. It's certainly going to turn some heads at the next round."







Hunter Miller made his GNCC debut last season, along with his brother. After having issues in the XC2 class, Hunter Miller finished off the 2016 with a second-place finish in the XC1 class. For 2017, He decided to make the jump up to XC1, and finished fourth at the season opener and scored a second place finish at the Camp Coker GNCC, which boosted him into a tie for second with his brother, Cody.

"I'm tied with Cody for second, which is kind of fitting," said Hunter Miller. "It's going to be a close race all year.

My main goal is to finish all of the races and not get a DNF. I have to click off a win or two if I want to be in contention. Starting on the front row made a huge difference. As long as I can stay up there and not have any catastrophic mistakes, I'll be right up there. The Can-Am was awesome, as always. We just have that thing dialed in."

To complete their busy schedules, the Miller brothers are also competing in the Texas-based TORN Series and will also race in select TORC Series races.





Cohl Secoy made history at the GNCC season opener by becoming the first racer to claim the overall XC1 UTV win in a Yamaha, but he ran into issues at Camp Coker and finished in ninth. He is fourth in points, just one point behind the Millers. The Hopewell, OH native is looking forward to running on his home turf at the next race.

After rounding out the top ten overall in 2016 in the Yamaha, he proved the Yamaha was a winning machine in Florida. "The Yamaha performed perfectly out there with all of the work I did to it over the winter," said Secoy on his win.

Unfortunately for Secoy, he wasn't able to back up his win after getting a slow start in South Carolina, and he ended the day with a ninth place finish.

"I didn't get a great start and all of the dust didn't give me much opportunity to make up any time," explained Secoy of his round two results. "We're competing for the championship and we're glad we got our bad race out of the way. I'm pretty excited to get to race close to home and family. We do all of our testing here, so it will be nice to be in our home court for the next round of racing."



### THE BATTLE HAS BEGUN

Five Time GNCC Pro UTV Champion, William Yokley, returned to GNCC competition after taking off the 2016 season. Driving a Polaris RZR XP1000, Yokley was fifth at the Florida opener and scored third in round two. He switched to the XP1000 from the XP1000S he ran in 2015 and now sits fifth in points, five points behind Secoy.

"It's good to be back and it's been a while since I've been on the podium," said Yokley. "We have a good car and a good program, so I know we have a good shot. I'm really happy to be back up front battling with those guys. 2015 was a really difficult year for me with a lot of unusual things happening. I knew I could get back and run up front. Coming out of the gates, I had planned to start the first two rounds with the XP1000 for the extra wheel travel. I like the car really well and I think I'm going to stick with it until I feel otherwise. It's an easy car to setup and it's a solid, proven ride."

Michael Swift is focusing more attention on his UTV program this year and it's showing. He unveiled a new Polaris RZR XP1000 at the second round and finished sixth, marking his best career GNCC UTV finish. He finished seventh in the opener and is tied with Sean Bogdan for sixth in points.

"We started out with a brand new car and we did well, but we still have some improvements to make," said Swift. "We had been racing an XP1000S, but we decided to build a new XP1000 and work with it. We're coming from the ATV side and putting more focus into the UTV. We had our best finish at Camp Coker and our lap times were pretty close to the winner. We see where we need to improve before the next round."

The next round of UTV competition is the Memorial Day weekend John Penton at Sunday Creek Raceway in Millfield, OH, followed by the summer break. GNCC will finish out the UTV season with three rounds of racing beginning in September and ending in October at Ironman Raceway in Crawfordsville, IN. **ATVI** 



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### FOWLER'S RECORD START

ARTICLE: JUSTIN ANDERSON PHOTOS: HARLEN FOLEY

alker Fowler is on fire in the AMSOIL GNCC Racing Series this year going undefeated after five rounds of racing, tying a GNCC Pro ATV record, was one many didn't see happening this year, especially after Fowler decided to run his own race program for 2017 after years of success with AmPro. Fowler's win streak has boosted him to 44 points ahead of Brycen Neal in the second spot followed by Adam McGill is third in points with Jarrod McClure and Landon Wolfe rounding out the top five.





Having won all five races this year, Fowler joins Chris Borich to become only the second rider in GNCC history to win five consecutive races to start the season. Interestingly, Fowler ended Borich's win streak in 2013. He is also well on his way to eclipse the win streak record. Standing at seven consecutive wins, Borich did it in 2012 joining the legendary Bill Ballance, who won seven straight in 2003.

"This is the most dominant I've ever been in my career," said Fowler. "I think it just shows our preparation and dedication to my new program. We're doing this on our own now and that has made everything easier. The whole team is making a good name for itself. My best previous win streak was three, so it's a neat accomplishment in my career. Our goal is seven, and we're going to see where it takes us."

Fowler is also the only Pro ATV racer to compete in both the ATV and UTV classes. While dominating the ATV class, he is slowly climbing his way up the charts in his Yamaha YXZ1000R SXS.

"I've been taking the ATV series very seriously," said Fowler. "That is my forte and I wanted to prove I was still the best at that. These guys are really making it exciting, though, and they are right up on my grab bar. We had a little bit of a rough start in the UTV. We're doing some testing, tuning and we're learning a lot. Sometimes on your worst days, you learn the most. We learned a lot in Florida. We came into South Carolina with a much better car and got an eighth place. We're feeling good about it. We broke the top 10, and now we're looking to break into the top five. Those guys in the UTV class are no slouches."





# 5-0

Brycen Neal has been the picture of consistency this year on his Yamaha. Running for one of GNCC's winningest racers Barry Hawk with Coastal Racing, Neal has three third-place finishes and a runner-up effort in round two to his credit this season.

"Our worst race is a fourth, and to be consistently on the podium means a lot," said Neal. "The team, the bike and myself have come a long way. In round three, we came from dead last to the pack on the first lap. I made my way into the lead and led the race until the last lap. Getting that experience proves to me that I can do it. From here on, we're looking to stay consistently on the podium because that's going to be the biggest thing."

### **ADAM MCGILL**

Adam McGill has come on strong in the last two races, finishing a close second to Fowler on his Honda. Those finishes, combined with an additional podium in round two put him third in points.

**BRYCEN NEAL** 

"We know we can get him," said McGill. "Walker is riding well and my hat is off to him. I spent four years with him growing up. There was a time that I was like his Kryptonite. He is a good friend and a good competitor. We're looking forward to Indiana. We're comfortable with the track, we'll keep him in sight and we'll see what we can do."



### JARROD MCCLURE

Jarrod McClure had a strong start to the season on his Honda, recording a pair of runner-up finishes in rounds one and three and two fourth-place efforts in rounds two and five. A mechanical failure at Steele Creek, though, puts him fourth in points, 17 points out of third.

"I was feeling really good in Steele Creek, but a mechanical issue took me out of the race," said McClure. "We have a good bike setup and program, though, and it's just a matter of time before we get a win. Walker has been so consistent and that extra five points gets him ahead every race, so I have to try to win and not have any more failures."





Chris Borich was just five points behind McGill in third before he had issues at Camp Coker, but he remains in the hunt after consistent top five finishes including a podium finish at Georgia.

GNCC next heads to the X Factor race in Peru, IN. That race was rescheduled to May 20-21 due to weather. The series then finishes out the summer with three races before the summer break, the John Penton in Ohio, the Tomahawk in New York and the Snowshoe race in West Virginia. ATVI







STARTING 2017 RIGHT WHERE HE LEFT OFF

ARTICLE: KATIE METTE PHOTOS: HARLEN FOLEY

he third annual ATV Supercross was held at the Daytona International Speedway on March 14. Defending National Champion, Chad Wienen, clinched the win for the second year in a row, with Joel Hetrick coming in second, and Thomas Brown rounding out the Pro podium with third.



### "WE APPLIED ENOUGH PRESSURE TO FORCE HIM INTO A LITTLE MISTAKE."

**CHAD WIENEN** 

After a week of warm temperatures, a cold front moved in with heavy rain and saturated the track the morning of the race. Thankfully, the sandy soil soaked up much of the water and conditions were not as bad as they could have been in different areas of the country. The sun eventually came out, temperatures rose to the mid 70's, and it became a beautiful day for racing. The Pro main event kicked off at 3 pm and consisted of 18 laps.

The wet and rutted track was no match for Chad Wienen, who came out of the start in fourth and battled his way through the pack into first place by the time the checkered flag flew. "The track was pretty treacherous today. It was getting rutty with the rain, and the bumps were pretty gnarly," said Wienen.

After battling into second place, Wienen knew he had to push hard to catch Joel Hetrick in first place. "Joel got the holeshot, and got a little bit of a gap. I just knew I had to keep pushing. We applied enough pressure to force him into a little mistake," explained Wienen. Wienen's program is similar to what he ran last year and it seems to be working well for him once again. "The Fox Shox/Walsh Race Craft/ SSI Decals Yamaha was just working so good today. We are really happy with the crew we have. We are right where we want to be and very happy with my setup," stated Wienen.





The number 88 of Joel Hetrick salvaged a second place finish, despite taking a tumble midway through the main event. Hetrick rocketed out of the gate with his DASA Racing engine as he grabbed the holeshot, and then began to run away with the lead. "My fiancé Carlie and I have been practicing starts constantly because I knew it was going to be a big factor here," explained Hetrick.

After stretching a four second lead on the tenth lap, Hetrick's front tire hit a tuff block, tossing him off the ATV and costing him the lead. The mishap did not prevent Hetrick from quickly jumping back up and charging his way to second to salvage points. "It didn't work out today, but I still have second place. We are only three points down heading into the next one, and that is my time to shine," stated Hetrick with confidence.





### "IT WAS NOT THE START I WANTED, BUT I JUST KEPT PUSHING FORWARD."

**THOMAS BROWN** 

Thomas Brown rounded out the Pro class podium in third place after a hard fought battle through the pack. Brown had some issues in the start and was forced to charge from the back of the pack. "It was not the start I wanted, but I just kept pushing forward," said Brown.

Brown's perseverance paid off, and he made the pass for the podium on the last lap of the main event. "I had the pass on Gennusa over the white flag, but he got me back at the end of that straight away. Luckily he went wide in another corner, and I had a sweet line and got him there," explained Brown.





Nick Gennusa made the switch to the Honda this season, and he nearly put it on the podium with a fourth place finish after an exciting battle with Brown in the final laps. "I had a great start, one of my best holeshots from that Baldwin powered Honda," stated Gennusa.

Gennusa regrets his line choice on the last lap, which let Brown take third away from him, but is full of optimism for his future. "If I don't make those bad decisions, I won't learn. Those guys have a bunch of years on me, but I am right there. It is coming. I am just taking it race by race, and year by year," explained Gennusa.

Root River Racing's Josh Upperman put in a great run for fifth in the main event and prior to that snagged the heat race holeshot and win. Upperman's program is similar to last season, except he has now returned to his former engine builder, Mark Baldwin. Upperman and Baldwin share a long history together and the familiarity seemed to suite Upperman well. "It was a huge confidence booster, I was really happy. All in all it was a great weekend," said Upperman.







There are five new faces in the pro lineup for 2017 with the largest rookie class in years including Parker Wewerka, Westley Wolfe, Cole Sepesi, Dylan Tremellen, and Zachary Kaczmarzyk.

Walsh Race Craft's Parker Wewerka scored an impressive finish on the Honda at Daytona with a sixth place finish, and Westley Wolfe finished in eighth followed by Cole Sepesi in ninth, which had three rookies finishing in the top ten at the season opener.

For 2017, Ronnie Higgerson joined the Ford Brothers Racing Team, and after a rough start, he charged his way up into the seventh spot and closed the gap on Wewerka in the final lap, but he wasn't able to make the pass before the checkered flag.

Jeffrey Rastrelli put in serious work this off-season, and made his speed known during his heat race where he battled with Hetrick for the win and posted the fastest lap of the race. Unfortunately, Rastrelli experienced a crash in the main event, which dropped him back to a 15th place finish, but he will surely rebound from this rough start to the season and be back battling for a spot on the podium in the near future.

With the 5-Time Champion, Chad Wienen, off to a winning start, and Joel Hetrick eager as ever to dethrone the reigning champion, and he isn't alone as Thomas Brown, Nick Gennusa, and Jeffrey Rastrelli are all in the hunt because anything can happen over the course of the season, which will wrap-up at Loretta Lynn's on August 12th. **ATVI** 



## ATV MASTERS





hen envisioning his goal for the ATV Masters Shootout TT race, promoter Rick Earnhardt saw it as the "Daytona 500 of TT Racing." He exceeded those expectations as the inaugural event at Iron Clad Race Track in Kinston, NC thrilled fans and racers,

Earnhardt put up the largest prize for a TT event in recent history with a \$20,000 purse and \$6,000 Pro purse each day, as well as \$8,000 in contingencies and cash for amateur and Pro Am. The purse paid back to 10th place. In addition, a \$1,000 college scholarship was awarded at the event.

"We needed to do something a little different in the TT world and I wanted to make this the biggest TT race of the year that kicks things off," said Earnhardt. "I didn't realize how much work it was, but it was worth it. Next year, once the word gets out, we'll have a lot more riders come from across the country. We're even hearing from some pro motocross racers. We had 10 in our 50cc youth class, which is amazing. Sponsors are already wanting to talk to us about next year."

The race was held in typical TT style with a technical dirt track featuring plenty of blue groove, as well as a Joker Lane. The Joker Lane, which had to be taken twice during the pro 25 lap main event, was a longer lane around the start-finish line that helped break up the pack and make for more competitive racing.

Chuckie Creech took the overall victory in the Pro class. Creech finished second on day one and won the second day's race to secure the victory. In the process, he pocketed \$2,800. Brad Riley finished second overall, ahead of Andrew Evanyke, Aaron Medlin, and Michael Houghton.

During the day one final, Creech and Riley battled for most of the race. On the final lap, Creech made a move on Riley that nearly cost him the race. Jockeying for the lead, Creech crashed, but recovered to finish second.

"I hoped to gain some positions early, and both Brad and I were riding hard," said Creech. "I tried to make a move on him on the last lap, but it didn't work out too well for me. I hit a pothole and I a flipped up over the bars. I fired it back up and made it back up to second place."

On day two, Creech took the Joker Lane early and that strategy worked to his advantage. Riley took the Joker Lane late in the race, handing the lead and the win to Creech.

"Anyone out here could have won because there are a lot of fast guys out here," said Creech. "I had to pick and choose when to take the Joker Lane. The guy behind me cut off, and then I took the Joker Lane and got back up to Brad Riley. When he took it, I was right there on it."

Taking the ATV Masters TT overall win was a great start to year for Creech as looks to take the number one plate from Riley in the NE-EDT Series as these two have been battling each other for years, and Creech is sticky with his sponsors for another year.

"Our program is pretty much the same," said Creech. "For the last three years, we've had a good group of people. We have to take it to the next level this year. My motor man wants to give me some more horsepower and I think I may take him up on that. I'm 32 years old and Brad and I started racing together when we were 16. We're good friends and it's a good rivalry."





"I TRIED TO MAKE A MOVE ON HIM ON THE LAST LAP, BUT IT DIDN'T WORK OUT TOO WELL FOR ME."

**CHUCKIE CREECH** 



Though Brad Riley finished second overall, his win on day one, combined with the runner-up finish on day two tallied his winnings to \$2,600 for the weekend in the pro class alone. On day one, Riley snagged the holeshot and used the Joker Lane to his advantage to score the victory.

"I got out there and got a comfortable lead, then I saw Chuckie take the Joker Lane and that made it interesting," said Riley. "About halfway through the race, my contacts dried up and affected my vision. It slowed me and Chuckie and I had a hell of a race at the end. That Joker Lane really made it interesting. Whenever Chuckie took it, I took it the next lap."

On day two, Riley got caught in traffic early. He tracked down Creech late in the race, but settled in for second. "Chuckie was out front from the get-go when I got stuck behind someone," said Riley. "I just wasn't able to challenge him and we ran around all 25 laps with no one gaining or losing. We missed the setup just a touch, and I'm happy to come home on the podium. We had to take the Joker Lane twice and that made it interesting. It was a lot of fun."

Riley's program remains essentially unchanged from 2016. He said he didn't want to try to fix something that wasn't broken. "We're still running PEP, Maxxis, DASA, Houser, and Rekluse Clutches," said Riley. "It's been working me for the last several years. I haven't really seen a need to change anything."

### "THAT JOKER LANE REALLY MADE IT INTERESTING."

**BRAD RILEY** 











Michael Houghton rebounded from a fifth-place finish on day one due to mechanical issues to finish third on day two, which earned him fifth overall. He was challenging for second in the end when the clutch began to slip on his quad. Houghton also won the Ironclad Cup Challenge award for his best combined finishes in the Pro Am Spec Tire and Pro races.

"After a little bad luck on Friday, we regrouped and put in a solid run," said Houghton. "We'll regroup on this and get things moving forward from there. I like this track a lot. It's a very technical track. You have to make sure you hit your shift points. You have to have a good start and you have to put in a good 25 laps."

Nate Dawydko finished fifth both days in the proclass along with a second and third in the Pro-Am Spec class, which earned him \$1,900 in prize money, but also, the fourth-generation dairy farmer was awarded the \$1,000 college scholarship. Dawydko had to submit an essay detailing his career goals. His essay was judged to be the best by independent professors at Campbell University.

"I'd like to thank the Earnhardt family," said Dawydko. "I can't thank you guys enough for putting on this great event."

With a successful race, a great turnout and a huge payday, look for the ATV Masters TT Shootout to get even bigger in 2018 as the kickoff event of the TT racing season.





### **NE Extreme Dirt Track Championship Series**

### Round 1 April 21st Kinston, North Carolina

Round 2 April 22nd Kinston, North Carolina

Round 3 May 20th Geneva, New York

Round 4 June 10th Milan, Michigan

Round 5 July 22nd-23rd Ashtabula, Ohio

Round 6 August 19th Goldshoro, North Carolina

Round 7 Sept. 16th Hamlin, Pennsylvania

### Hoosier Racing "Friday Night" Short Track Nationals Short Track in Friday Hight same weekend as EST Rational

Round 1 May 19th Geneva, New York

Round 2 August 18th Goldsboro, North Carolina

Round 3 Sept. 15th Hamlin, Pennsylvania

2017 Supermoto (special event)

Oct. 21st, 2016 Mahoning Valley Speedway Lehighton, PA

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